Milled Rumble Strips

Single vehicle run-off-the-road crashes account for a large percentage of traffic fatalities. Milled rumble strips have demonstrated a tremendous ability to reduce run-off-the-road crashes. Figure 1 is a photograph of milled rumble strips.

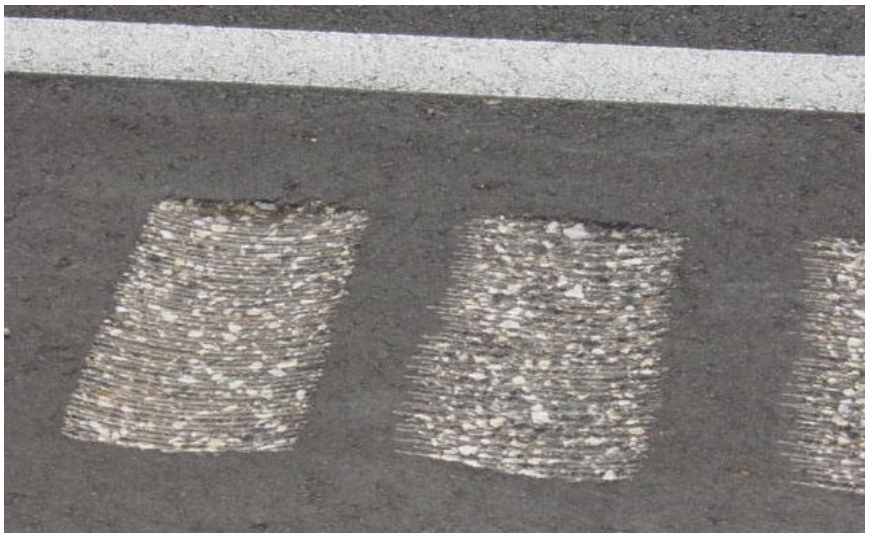

Figure 1: Milled rumble strips.

On highways where bicyclists are legally allowed, a gap pattern will be provided to allow cyclists to cross over (see Figure 2).

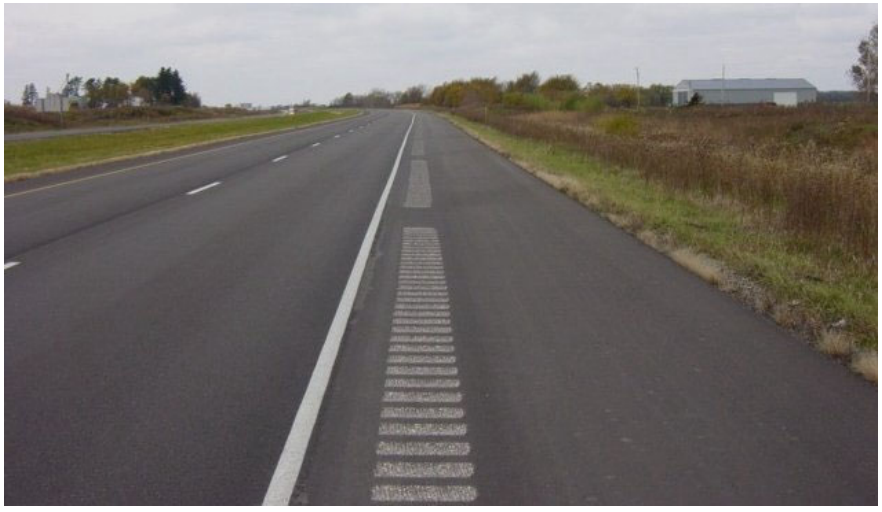

Figure 2: Gapped rumble strip pattern.

Interstate and Expressway Projects

Standard Road Plan RH-61 is used for milled rumble strips on interstates. Interstates will have continuous rumble strips on both outside and median shoulders. Standard Road Plan RH-62 is used for expressways. Expressways should have continuous rumble strips on median shoulders, but should have a gapped pattern on the outside shoulders. For new construction, Standard Road Plan RH-60 should be included if the roadway pavement is to be Portland Cement concrete.

Two-Lane Highway Projects

Standard Road Plan RH-63 should be used for resurfacing projects. A gapped pattern should be used for the rumble strips. For new construction, RH-60 is used. Structural rumble strips are placed in the Portland Cement concrete; however, no rumble strips are placed on the paved shoulder.

Due to constraints, some highways may have paved shoulders less than four feet wide. Rumble strips are normally not placed on paved shoulders that are less than four feet wide. However, if a history of run-off-the-road crashes exists at spot locations, rumble strips can be considered. Contact the Office of Traffic and Safety and the Methods Section in the Office of Design.